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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Poland

SUBJECT Bielsko - Aleksandrowice Airfield

PLACE ACQUIRED 50X1

DATE ACQUIRED 50X1

DATE OF INFORMATION

DATE DISTR. 6 Oct 51

NO. OF PAGES 5

NO. OF ENCLS. 2 (LISTED BELOW) (A) (B) 2-PAGES

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMAT 50X1

1. The airfield is officially and popularly known as Bielsko - Aleksandrowice. The initial construction was begun in 1935 and during World War II it was used by German fighter units (ME-109). Since the end of the war, it has been administered by the Ministry of Roads and Air Transport, through the Bielsko Airfield supervisor.

Location

2. It was located approximately 3½ kilometers west of Bielsko-Biala (4949N - 1903E). The northern perimeter bordered the Bielsko-Cieszyn road. The Bielsko-Cieszyn railroad line was about 600 meters to the north of the field. The Vistula (Wisla) River was 18 kilometers to the west.

Dimensions

3. The overall length of the field was approximately 1400 meters, west to east, and 600 meters wide, south to north. The field could be extended in an easterly direction about 1500 meters as the terrain was level.

Runways and Surface

50X1 4. there were no concrete runways. The landing strips were grass. Landings were most frequently made from south-east to north-west. The secondary landing strip was approximately 1000 meters long extending from west to east. Occasional landings were made from south southeast to north northwest; this landing strip was about 700 meters long. The soil was clay, seeded with grass. The artificial drainage system was excellent and permitte flying during rainy weather. It was about 400 meters above sea level.

Access

5. There were no railroad spurs leading into the field from the Bielsko-Cieszyn railroad track. The Bielsko-Cieszyn and the Kamienica-Wapnica roads were the only means of access to the field.

Aircraft Dispersal Points

6. There were no designated dispersal points. During the last war, German military aircraft were dispersed in the small deciduous forest located northeast of the field

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Obstructions

7. The only possible obstruction to night flying was a factory chimney about 30 meters high located about 1000 meters west of the airfield.

Technical Facilities

8. There were no radio facilities at the airfield. The telephone exchange office and the weather station were located in the administration building. Electric power was supplied by the power station in Bielsko; the voltage was 220.

9. Daytime landing aids consisted of a letter "T" formed with white canvas. A letter "X" of white canvas signified that landing permission was not granted. A sign consisting of a white stripe painted diagonally across a square wooden board, two meters by two meters, served as a warning to pilots that glider planes were airborne in the vicinity of the field. The sign was placed on the south side of the administration building.

10. Gasoline lamps was used as night landing aids and were spaced along the entire length of the landing strip at 50 meter intervals. The approach limit of the landing strip was marked with orange-yellow lamps. There were no searchlights at the field.

50X1 11. [redacted] a conventional fighter squadron could be accommodated at this field and in the event of hostilities, a fighter regiment could be accommodated with an increase of maintenance facilities.

Defense Installations

12. There were no antiaircraft units stationed at this field or in the immediate vicinity. The airfield had no airraid warning device.

Supply

50X1 13. [redacted] the B-72 octane gasoline was supplied by the Trzebinia (5010N - 1928E) POL installations and aviation oil was supplied by the Czechowice (4954N - 1900E) refinery.

Meteorological Factors

14. From November until April, strong southwest winds, sometimes reaching gale proportions, often grounded all aircraft at the field. These gales sometimes lasted for three days. The PO-2 aircraft were equipped with skis during snowy weather.

Administration and Personnel

15. The airfield was administered by the Ministry of Roads and Air Transport, through the Department of Civil Aviation (DLC - Department Lotnictwa Cywilnfgo) and the airfield supervisor. Prior to April 1951, the Department of Civil Aviation and its subsidized civil airfields were subordinated to the Ministry of Communication.

16. There were three civilian agencies at the airfield: the Glider and Sailplane Institute (Instytut Szybownictwa), which was also called the Glider Research Plant (Szybowcowy Zaklad Doswiadzalny); the Central Pilot Instructors School (Centralna Szkola Instruktorow Pilotazu), and the Bielsko Aero-Club (Aero-Lub Bielski). In June 1951, only the administrative office and the engineering shop of the Glider Sailplane Institute was located at this field.

17. In June 1951, the Glider Institute employed about 200 people; this number included 24 glider construction engineer and 12 construction technicians. The Pilot Instructors School employed 15 pilot instructors for training 48 students. The Ministry of Roads and Air Transport employed one airfield supervisor, one assistant, three administrative clerks, one chief flying instructor, three pilot instructors, one chief mechanic, five aircraft mechanics and four aircraft mechanics.

[redacted]

[The points listed hereunder refer to an overlay of Poland and Czechoslovakia, Enclosure (A)]

Point #1. Bielsko-Aleksandrowice Airfield (4948 20N - 19002 0E).

Point #2. Bielsko-Biala (4949N - 1903E).

Point #3. Bielsko-Zywiec Railroad Line; double track, standard European Gauge.

Point #4. Town of Zywiec (4941N - 1913E).

Point #5. City of Cieszyn (4946N - 1836E).

Point #6. Bielsko-Cieszyn Road; cobblestone; approximately six meters wide.

Point #7. Bielsko-Cieszyn Railroad. A single track, standard European Gauge line. The Bielsko-Aleksandrowice Airfield was about 600 meters south of this line.

Point #8. Vistula (Wisla) River.

Point #9. Bielsko-Andrychow road; cobblestone; approximately 10 meters wide; in good condition.

Point #10. Bielsko-Andrychow-Krakow Railroad Line.

Point #11. Town of Andrychow.

Point #12. Town of Pszczyna.

Point #13. Bielsko-Pszczyna road.

Point #14. Bielsko-Oswiecim road.

Point #15. City of Oswiecim (5002N - 1914E)

Point #16. City of Krakow (5005N - 1955E).

[The points listed hereunder refer to [redacted] sketch of Bielsko-Aleksandrowice Airfield, Enclosure (B)] 50X1

Point #1. Bielsko-Cieszyn road cobblestone; approximately six meters wide.

Point #2. Gravel road, about eight meters wide; it led south into the airfield compound.

Point #3. Airfield greenhouse.

Point #4. Cow and horse barn of brick; about 18 meters long and eight meters wide. The roof was covered with sheets of tin.

Point #5. Gravel road, about eight meters wide, leading south to the hangar.

Point #6. Garage and living quarters; brick; two stories high; about 25 meters long, 10 meters wide and in the shape of an "L". The ground floor was used as a garage and office; the first floor was used as living quarters for airfield employees.

Point #7. Wood farm house.

Point #8. Hangar. In June 1951, it was being renovated as an assembly shop for sailplanes and prototype trainer aircraft. It was constructed of reinforced concrete and brick; 46 meters long, 28 meters wide and 14 meters high. The roof was covered with sheets of tin.

Point #8A. Glider and sailplane sub-assembly shop which was to be ready for use by the Glider Institute by 22 Jul 51. The tools and machinery located in the glider and sailplane shop in Bielsko were to be moved here. Additional machinery was ordered by the Institute from Sweden. It was constructed of reinforced concrete; about 42 meters long, north and south, and 10 meters wide and 16 meters high. The roof was constructed of reinforced concrete.

Point #8B. Glider and sailplane sub-assembly shop constructed of reinforced concrete, about 46 meters long, 12 meters wide and 16 meters high. This shop was also to be operational by 22 Jul 51.

Point #8C. Three-story brick building, about 42 meters long, 10 meters wide with a low-pitched, gabled roof. It housed the engineering office, blue-print drawing office testing laboratory and restaurant.

Point #9. Underground water reservoir, with a capacity of about 48000 gallons.

Point #10. Gravel road.

Point #11. Two-story building constructed of reinforced concrete, about 46 meters long and 14 meters wide. The ground floor was occupied by class rooms and offices of the civil pilot instructors school. The first story was used as billeting space for the students attending the school.

Point #12. Hangar, constructed of reinforced concrete. It is approximately 44 meters long, 26 meters wide and 12 meters high. The roof was constructed of reinforced concrete covered with a layer of cork insulation and tarpaper. The floor was of concrete. One PO-2, three CSS-13's (CSS - Centralne Studium Samoloto'w), three US Piper Cubs, one PWS-26's (PWS - Panstwdwa Wytwornia Samolotow) one Szpak-4 (four seater), one Zak-3 (two seat trainer), one Heinkel-72, eight gliders (two Sg-38's, two ABC's four Salamandra type), 30 sailplanes (six German Gruna Babys, two German-type two-seater Kranichs, 12 Muchas, four SEP's, two Jastrzabs, one Olympia, one Wazka, one Nietopierz, and one Kaczka type.)

Point #13. Hangar workshop of reinforced concrete, about 12 meters long and six meters wide. The roof was constructed of reinforced concrete covered with cork insulation and tar paper. Minor repairs on gliders, sailplanes and training aircraft were performed here. Tools were usually of Soviet manufacture.

Point #14. Hangar apron; concrete approximately 44 meters long and 25 meters wide.

Point #15. Underground aviation gasoline storage tank with a capacity of 38,000 liters, located about 40 meters north of the hangar.

Point #16. Underground gasoline storage tank with a capacity of 26,000 liters. It was located about 2½ meters north of the fuel pumping station.

Point #17. Aviation gasoline fuel pumping station. Gasoline was pumped through an underground pipe to the aircraft refueling point located in the center of the airfield apron.

Point #18. Underground oil tank, of reinforced concrete, about five meters long, four meters wide and three meters deep. Aviation oil was stored here in 200 liter iron barrels. In June 1951 there were 1450 kgs, of summer oil.

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Point #19. Two story administrative building, about 44 meters long, 10 meters wide constructed of reinforced concrete. The ground floor was occupied by the local aero-klub offices. The airfield's meteorological station, weather station personnel and the supervisor's quarters were located on the second floor.

Point #20. Meteorological instruments site.

Point #21. One-story brick building, about 15 meters long and eight meters wide. It was used as living quarters by the airport janitor.

Point #22. Grass landing strip, about 1000 meters long.

Point #23. Grass landing strip about 700 meters long.

Point #24. Main landing strip about 1400 meters long, extending northwest to southeast.

Point #25. Cultivated field, where the drainage system was installed.

Point #26. Wapienica - Kamienica road, about 5½ meters wide.

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ENCLOSURE (A) Overlay of Poland and Czechoslovakia
50X1 (B) [redacted] sketch of Bielsko-Aleksandrowice Airfield.

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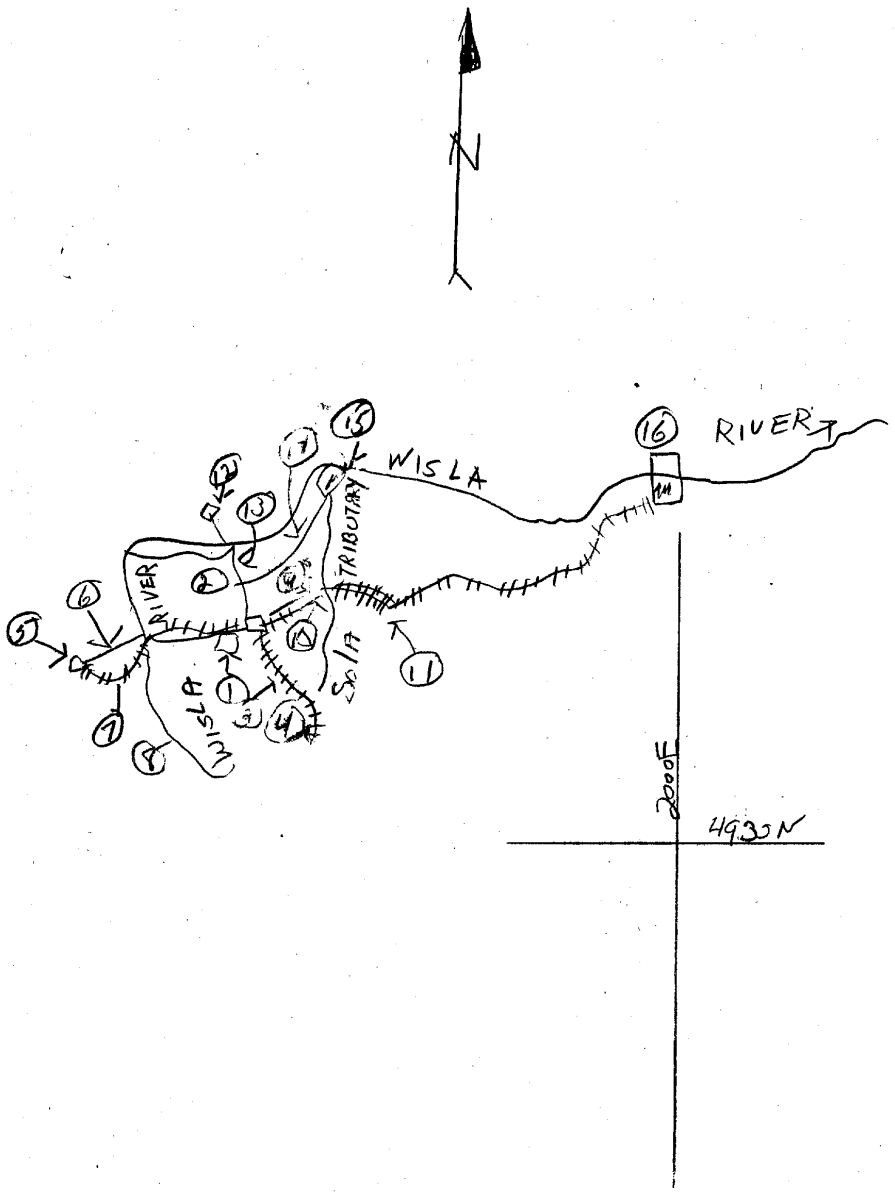
ENCLOSURE (A)



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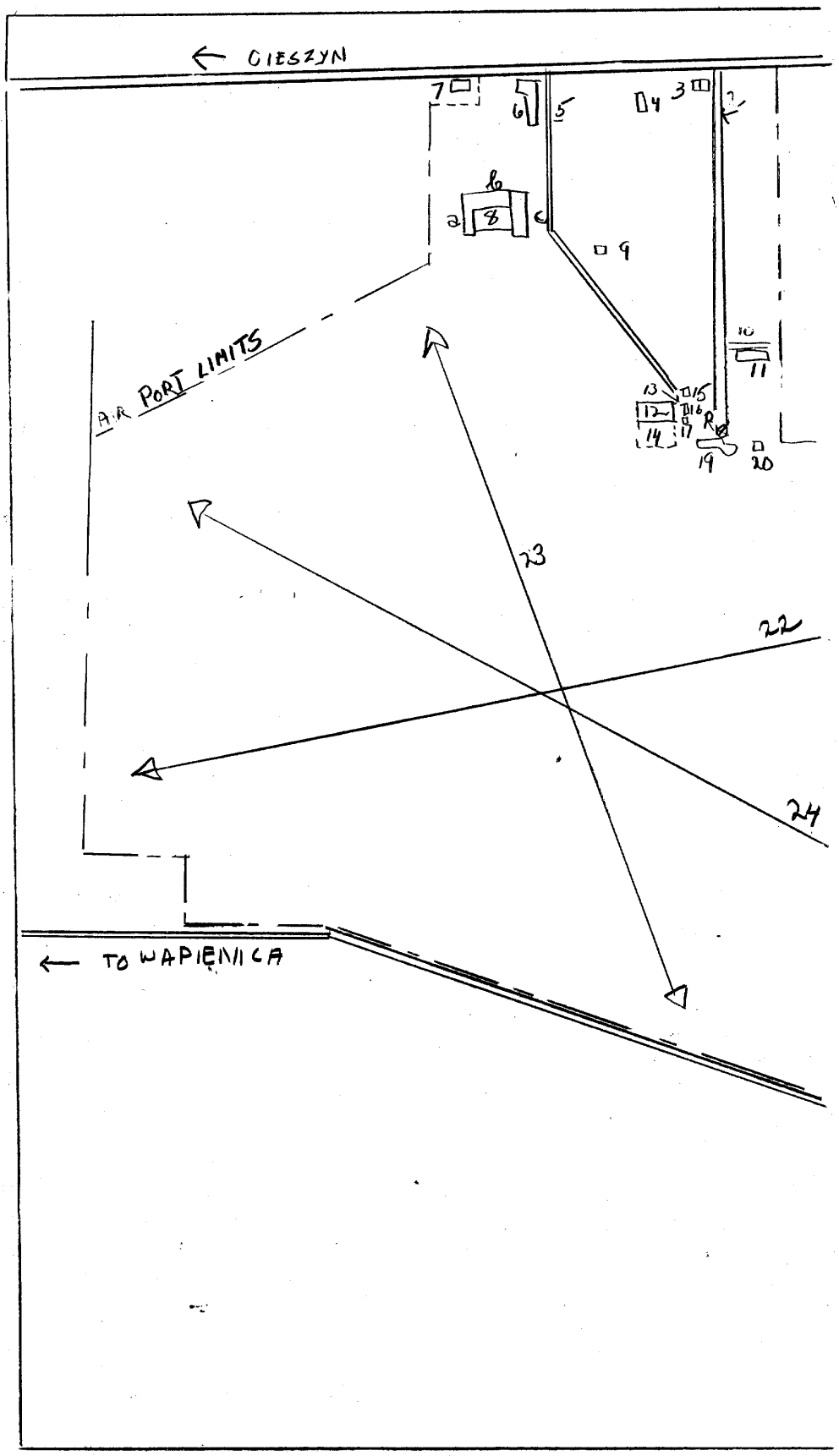

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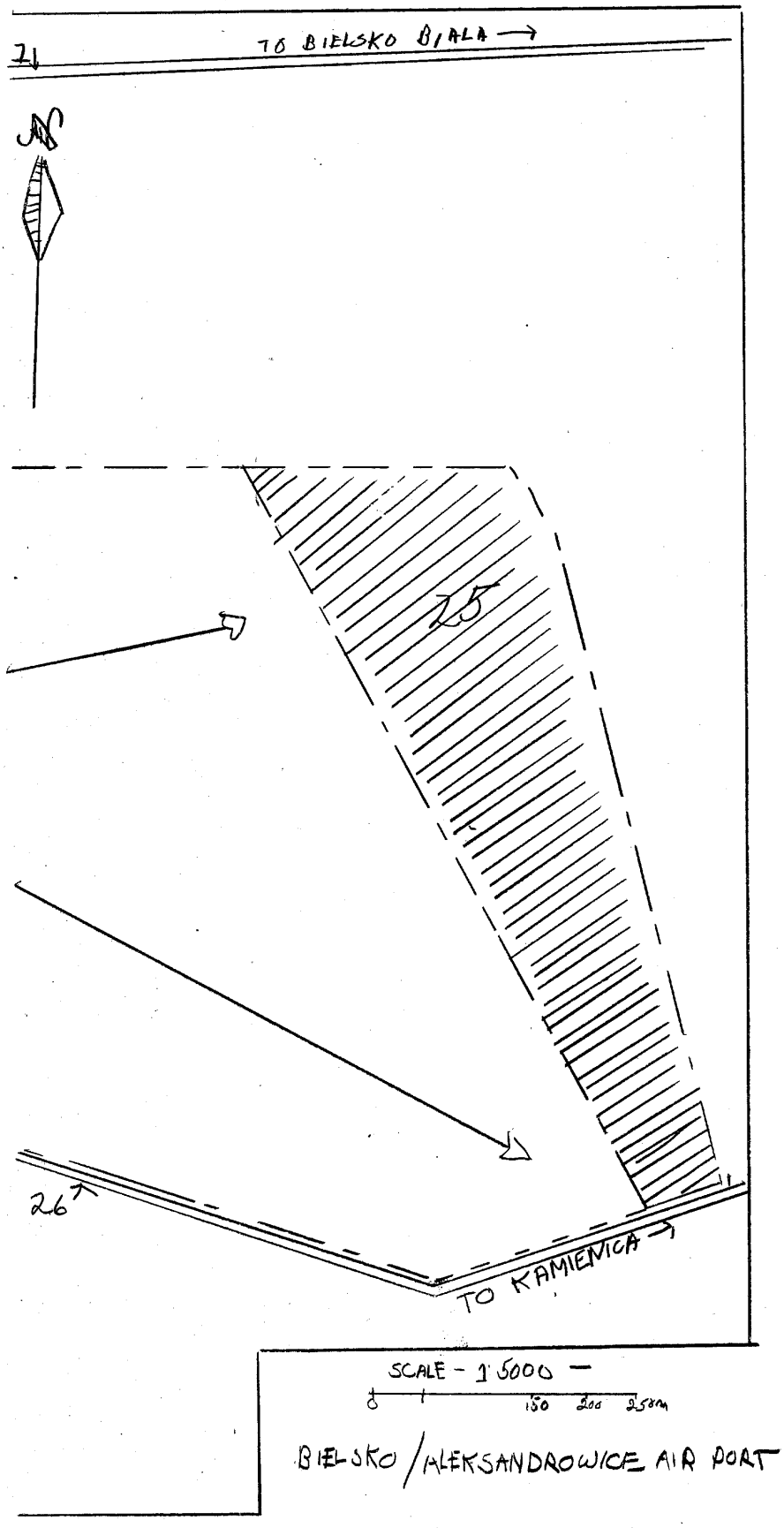

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